Mr. Holt Buys Nelly Jewett and Mr. Roper Sel's Adolph S .- Miss Nelson Wins & Great Race at Louisville,

The annual fair of the North Carolina State Agricultural Society began at Raleigh on Tuesday, the 23d instant, and continued four days. The weather was superb and the attendance large, Mr. Julian S. Carr, the president of the society, was on hand each day, extending greetings and a hearty welcome, while Colonel James Hoit, marshall-inchief, and I is aids did therrselves credit in discharging their various duties. The exhibits in the main hall were highly creditable to the society, as were highly creditable to the society, as were highly creditable to the society, as were highly creditable to the fact a grand success, and his efforts were evidently appreciated. At a meeting of the board during the fair, Mr. Carr was re-elected president by acclamation, as was Mr. Ayer to the positions of secretary and treasurer. State Agricultural Society began at

The exhibits of show horses were not large, but some good material was shown, both thoroughbreds and trotters.

Mr. W. R. Tucker, of Raleigh, captured a number of premiums in the ring for the former, as did Colonel Bennehan Cameron, with his exhibits from Fairntosb Stud Farm, at Stagville, N. C. In the classes for trotter, very creditable exhibits were made by Captain B. P. Williams n. Fairview Farm, Raleigh; William Black, Crawfoud, and others. Captain Williamson got the blue ribben on Franklin Chief for best standard bred trotting stallion.

Mr. Julian S. Carr had on exhibition

Mr. Julian S. Carr had on exhibition some high class trotting stock, but would not compete for premiums, on account of his position as president of the society. Among his lot 'rom Occonechee Farm were Consolation, a superb chestnut mare, by Norfolk, with a chestnut colt, by Kremiln, 2:97 3-4; Flinty, by Alchert W., 2:20, with a bay filly, by Lancelot, 2:23, De Lisle, a superb bay filly two years old, by Norbal, 2:143-4, and Eufaula C., an elegant two-year-old daughter of the dead Pamilico, 2:10, out of Gladys, sister of Wilkes Bee, 2:27, by Alcantara.

One of the most attractive features of he Fair was the race programme got-en up by Secretary Ayer, which fuled well and furnished enjoyable sport for well and furnished enjoyable sport for thousands. The judges stand was occupied during the week by W. J. Carter, of this city, as starter; I. M. Proctor, of Raleigh; Dr. L. L. Staton, of Tarboro; James Norwood, of Hillsboro; James C. Levi, of Louisville, Ky, while Dr. James McKee, Ed. H. Lee, of Raleigh, and James W. Peay, of Reidsville, and others arted as timers.

The first race on the score card on Tuesday, the opening day, was that for

The first race on the score card on nesday, the opening day, was that for e 2.37 class, trotting, for a purse of 0, for which there were seven starters follows: May McGregor, by Bonnie cGregor; Mandee, by Onward, 2.25 1-4. d Ban Wilkes, by Defender, 2.25 1-4. seved and driven by T. William Hew-Weyanoke, Va. captured two heats 2.30 1-2 and 2.30, when May McGrey took the third in 2.30, after this e collapsed and the black gelding won e third heat in 2.31, which gave him Frace.

the race.

In the second event of the day a purse of \$150 for the three minute-class trotting, there were only three starters viz., William O., by Elevator, Marie Prescott, by Sultan, and Morton W., breeding unknown. William O. won the first heat in 2:40-1-2, Morton W. entered and driven by Power Elevator, can used the second inown. William O. won the and driven by Romeo Biggs, captured the second and third in 2:361-2 and 2:44. William O. got the fourth in 2:49, Marle Prescott won the fifth and sixth in 2:371-2 and 2:46, when the race was postponed till the following day on account of darkness. Sandwitched in between the heats of the three-minute class was a half mile dash for runners, purse \$100, which was won by Mr. W. R. Tucker's chestnut colt. Young Magenta, by Argyle, out of Jennie McCarthy; Bono, a bay tilly, by Ben Homvar, second. Time, 53.

The first event on the score card for Wednesday was the unfinished three-minute class, which had been carried over At 12:29 sharp the horses were called, and William O, won the seventh

minute class, which had been carried over At 12:29 sharp the horses were called, and William O. won the seventh heat, and the race. Time, 2:23 1-4. The winner is a well-finished handsome bay belding, six years old, by Elevator, damby a son of Volunteer, and is owned by George M. Harden, Jr., of Durham, N. C. Marle Prescott, winner of second money, is a large handsome bay mare that has been used as a roadster by her owner. Mr. R. J. Reynolds, of Winston, Morton W., that got third money and a record of 2:36 1-2 is a small bay gelding, whose dam, a nustang mare, was purchased when in foal to an unknown sire, and he was the result.

A purse of \$300 for 2:35 trotters brought out a field of five starters as follows: Winsure, a brown mare, by Sherman, 2:23 1-2. Gregorian, chestrut stallion, by Prince George, Lila, bay mare, by Egwood, 2:181-2; Kilty Hurt, brown mare, by Major Landers and Rhea of Rivoh, chestnut mare, by Jim Lambert.

Winsure won the first two heats in 2:21 1-4 and 2:30, when Gregorian won the third in 2:30, after which the daughter of Sherman came back and took the fourth heat, time, 2:23 1-2, which decided the race and gave her first money, Gregorian, the winner of second money, is a chestnut stallion five years old, by Prince George, dam Belthna, by Mansfield. He was bred by Charles Backman at Stony Ford, New York, and is owned at Alamance Farm, Graham, N. C., and was driven by Mr. James F. Scott. The other money winners were Lila, and Kitty Hurt. Between the heats of this race the 2:25 class, for a purse of \$300, was trotted off and won in straight heats by the Alamance Farm, entry Alice Berlew, by Charles B., dam Lady Cramer, by Tremont.

The other starters were Clipper, 2:241-4, by Melville Chief, owned by James W. Peay of Reidsville, and driven by John T. Biggs, and Kitty B., 2:231-4, by Nutgeld, dam by Mambrine Downing, owned by Thornas N. Hewitt, and driven by William Hewitt. The time of the heats were 2:381-2, 2:231-2.

Alice Burlew was well driven by Scott and lowered the track record from 2:251-4, where it formerly stood. Her victory was a very popular one and was cheered heartly.

Two running races were also decided the same afternoon, one at three-quarter mile heats, which was won by H. C. Maddox's chestnut mare Gypsey, by Romney, dam by Telemachus, and the other a half-mile dash for two-year-olds, went to Shiloh Farm's bay filly Bono, by Ben Himyar, The large of the Fair. other starters were Clipper, 2:24 1-4.

to Shiloh Farm's bay filly Bono, by Ben Himyar.

Thursday was the big day of the Fair, the business houses and banks were all closed, and the crowd on the grounds was estimated at close to 12,000. When the races commenced the grand stand was packed and the quarter stretches swarmed with spectators. The race card was the most attractive of the week as great interest was centered in the free-for-all trot in addition to other events.

The first race called was the 2:40 class, rotting, or a purse of \$300, with five

The first race called was the 2-8 class, trotting, or a purse of \$300, with five starters.

Prince Albert, a chestnat gelding, by Greenwich, son of Princeps, owned by George B. Bennett, of Goldsboro, cleverly driven by William Chatman, won in straight heats, time, 2:221-4, 2:321-4, 2:35. Minnle Wells, a large handsome bay mare, by Almonarch, 2:243-4, owned by Hackburn 2 Willet, and driven by William Hewitt, getting second money, third going to the bay stallion Presquisle, by Norfolk, while Abdallah Chief got fourth. Jim Sherrell, a brown gelding, by Abd El. Kores, was distanced in the second heat for running.

Between the heats of the 2:40 class a race of half-mile heats for runners, purse \$150, was decided first money going to Duke of Kent, and second to Nubian.

The free-for-all trot, purse \$300, brought out three starters in Lissa, dun mare, by Patchen Wilkes, dam Lady Shaw, by Patchen Wilkes, dam Lady Shaw, by Phomeson, brown mare, by Toodler, Jr., dam Primcree, by Hetazel's Hambletonian.

Tre first heat a very fast one for the

Carolina breeders, Mr. L. Batks Holt, of Graham, owner of the champion pacting stallion John R. Gentry, 2:33-4, the great-four-year-old Baronet, 2:111-2, and others.

great-four-year-old Baronet, 2:11 1-2, and others.

After the last heat of the free-for-all was decided, a race of a mile dash for runners was called which went to the brown gelding Dr. Jones, by imp., Dutch Roller, entered by J. J. Roche, of Lynchburg, Va. Bias, a chestnut gelding owned at Alamance Farm finishing second and Lady Alien, by Abi El. Kader, third. For Friday four events were down on the score card and the first race the 2:25 class trotting for a purse of \$500 carried over from the day previous was called promptly at 12 o'clock.

For the 2:25 class trotting there were three starters the first two heats of which were captured by the chestnut mare May McGregor, by Bonnie McGregor, in 2:32 1-2, and 2:33 1-2, when she struck a forward quarter and went lame after which Fanmie Golddust, captured the next three heats and the race in 2:34 1-4, 2:34 1-4, 2:32 1-4. The black gelding Ban Wilkes, driven by William Hewett, getting third money.

Between heats in the 2:26 class the three-year old class for trotters was decided. The first heat went to Wilful Winnie, by Willon, driven by John T. Boggs, in 2:4i, when Rhea of Elvoii, a big chestnut mare by Jim Lambert, dam by Kentucky, captured the next two heats and the race in 2:4i, and 2:38 1-2. Third money going to Mamie H., a bay filly by Mimic, owned and driven by Geo. M. Harden, Jr. A consolation purse of \$100, half-mile heats, for runners that had won no race during the meeting was run off and the first heat won by Maid of Screen, though C. H. Maddux's back gelding Nublan, won the next two and race.

C. H. Maddux's black gelding Nublan, won the next two and race.

It was past four o'clock when the 2:30 class trotting for a purse of \$390 was reached. For this event there were four starters, viz., the brown mare Winsure by Sherman, Cock Robin, chestnut gelding by Franklin Chief, Kitty B., bay mare by Nutgood and Lookout grey gelding by a son of Ethen Allen.

The first heat went to Winsurc, in 2:25 1-2, a new mark for the daughter of Sherman, Cock Robin, finishing a good second driven by Romeo Biggs, Kitty B., driven by William Hewett, third and Lookout piloted by Scott, fourth. The second heat was a repetition of the first as far as postitions were concerned though the time was two seconds slower the mile being trotted in 2:21 1-2.

The third heat Winsure, won easily in 2:31, the rest of the field were all legweary Lookout finished second, Kitty B., third, and Cock Robin, fourth.

Cock Robin got second money, Lookout third, and Kitty B., fourth. The trotter is held in high esteem at Raleigh, and the well-bred ones are increasing in numbers at the North Carolina State capital. Capt. B. P. Williamson, the master of Fairview Farm, near the city pins his faith to the light harness horse and has abiding faith in his future. His principal stallion is Franklin Chief, by Ben Franklin, though he is breeding some good mares to the young horses Moosdyne, by Sherman, 2:23, John Baxter, by Franklin Chief, and Currituck by Meander, sire of the grand race horse Familco, 2:10.

At Fairview, Capt. Williamson, has a number of well-bred mares by such sires as Happy Medium, William Tell, Almont, Jr., 2.26. Aristos Bona Fide, etc. The lamented Familico, was formerly owned at Raleigh, and made several stud seasons there and those who own his colts prize them bighly. Mr. Ed. H. Lee has two, one of them a chestnut filly two years old whose dam Nymph, was by Reveller, and the other a brown colt one Clay. Mr. Lee will have them trained and hopes to see them develope into race horses.

Mr. T. H. Murray, the agent of the Sea Board Air Line, also owns two of the get of the great son of Meander, one a gray filly two years old called Annie Walker, out of Nellie Baker, by Robert Medium, 2:29, and a chestnut coli one year old full brother to Annie Walker. Nellie Baker, the dam of these two colts Mr. Murray is driving on the road. She is a gray mare six years old by Robert Medium dam Lottle Lee, by Brown Chief.

Medium (dam Lottle Lee, by Losse Chief.

Dr. James McKec, who has always a half dozen or more driving horses in his stable, still retains the bay stallion Robert Medium, 2.23, now sixteen Years old and brother of Neta Medium, 2.21 L-2, by Happy Medium, out of Saille, by Yankee Tricks. Mr. Starke Batchelor, is using for pleasure purposes a pair of brown three-year-old geldings by Oberon, son of Messenger Duroc. Mr. W. P. Batchelor, the former owner of Pamilleo, has some well-bred brood mares in foal to good sires.

od sires.

Jno. W. Cress, has a very promis-

The brown mare Ida Wise, by Bajardo, dam Eve, by Walker Morril foalded on October 5th, a bay filly by Temple Bar. 2:17 3-4, mare and foal owned by Mr. Julian S. Carr, at Occonechee Farm,

Julian S. Carr, at Occonecchee Farm, Hillsboro, N. C.
Mr. Le Berks Holt, Alamance Farm, Graham, N. C., has secured from Geo. M. Harden, Jr., Durham, N. C., the buy mar-Nelly Jewett, 2:35, six years old by Jerome Eddy, 2:16-1-2, dam Nelly 2:39, by Green's Hambletonian, giving in exchange the chestnut gelding Bias, thoroughbred and the gray gelding Look out, 2:23-3-4, by a son of Ethan Allen.
Mr. Holt, will place Nelly Jewett, in the brood mare list at Alamance Farm, and bred to the high class stallions at that establishment she should produce campaigners.

and bred to the high class stallions at that establishment she should produce campaigners.

Mr. Geo. D. Bennett, Goldsboro, N. C., bas purchased of Mr. John L. Roper, Norfolk, Va., the brown colt Adolph S., 2, by Stamboul, 2:07-1-2, dam Princess Ergenia 2:19-1-4 by Alcantara.

Norfolk's bay daughter Miss Nelson, wound up the seasons campaign at Louiswille, Ky., by defeating a great field in the 2:13 class trotting. She landed the race in straight heats time 2:14-1-2, 2:15-3-4, 2:14-3-4. The starters were William Penn, 2:19-1-2, George Lee, Answer, Commodore Potter, Bourbon Wilkes, Jr., and Maud C. The first three took turns in driving the Virginia bred mare out, but young Curtis, was equal to the occasion handing his charge with skill and judgment Miss Nelson's career this season has been a brilliant one and while she has sustained defeat at times her victories over it first class company have proven her a campaigner of very high class. She has trotted miles in 2:30 in her work and quarters in 30 seconds. Miss Nelson has proven herself by long odds the greatest race mare Virginia has ever produced and next season in Curtis' hands she should make a campaigner of free-for-all calibre.

## Sugar and Muscle Producing.

Sugar and Muscle Producing.

At the present time sugar is a remarkably cheap commodity; to most people it is extremely agreeable, but its real value as a muscle force producing substance is not sufficiently recognized in days gone by, when Jamaica was the great sugar exporting country, it was known that, if negroes were given large quantities of sugarcane, they always did a better day's work. Attention has been directed to this subject in The Journal of Physiology, (Vol. xvi., Page 97, by Harley.) in which the value of sugar in muscular work is demonstrated. It struck me that it would be useful and interesting to see how far the ordinary experience of the manual laborer, e.g., the coal miner, whose hours of tioil are limited and regular, supported Harley's conclusions, viz., (1) that there is a diurnal rise and fall in the power of performing murcular work, more being done before than after mid-day; and (2) that sugar is a muscular food, improving muscular work by from 6 to 39 per cent.

straight heats, time 2.32 1-4, 2.321-4, Harry experimented upon himself,

# HAVE YOU HEARD?

A Little Secret Whispered for the Ladies. This Secret is Not Only for Young Ladies, but for the Mothers of Families and for all Interested.



Wonderful and extraordinary events among well-known women strongly and powerfully interest all. This country is filled with noble-minded women who earnestly desire to promote the welfare of their sex. One of the brightest and most intellectual of these is Mrs. E. L. Taylor, who resides at 17 Baker Block, Main street, Ticonderoga, N. Y. She says: Wonderful and extraordinary events

Main street, Ticonderoga, N. Y. Sne says:

"A year ago I became fearfully nervous and completely run down, so that I was obliged to stop work. I got so that I could hardly eat anything, and what little I did eat distressed me terribly. I had nervous prostration and dyspepsia, and was terribly weak.

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"After taking five bottles I was com-

tombs have been opened, we have come face to face with long-buried specimens of olden heedlework. An instance occurred not long since in Canterbury Cathedral, when the tomb of Hubert Waiter was opened. This ecclesiastic was Archbishop of Canterbury when he died, in 12%. Only his hones remained when the investigation in question took place, but these lay in the vestments in which the body was inserred nearly neven hundred years ago, and on these robes are various embroideries in silk and gold.

The linen was found to be considerably decayed, but the amber-colored silk on which the embroidery is worked is in fair preservation. This work consists of angels, the evangelists, and other sacred figures arranged chiefly in roundlets. In the same cathedral may also be seen another specimen of even greater inferest; this is the velvet jupon (a surcoat worn over armor) of the Black Prince, which is suspended over his tomb. It is embroidered with his arms in gold. The robes of the Saxon Bishop, St. Cuthbert, in the library of Ourham Cathedral, are also enriched with needlework.—Chamber's Journal.

## Women as Dramat sts.

Women as Dramat sts.

In the last century all literary young ladges tried their prentice hands at a tragedy. One of these ambitious asydrants brought her production to Dr. Johnson, and begged him to look over it, ite graffly 'ciu ner that she could find out the mistakes as well as he could. "But, Sir," she said, "I have no time. I have so many irons in the fire."
"Then, Madam," growled the doctor, "the best thing I can advise you to do is to put your tragedy in along with your irons."

to put your tragedy in along with your irons. Before Johnson's day, however, one Before Johnson's day, however, one woman had made a very high reputation as a aramatist, inough her line was comedy, not tragedy. Susanna Centilivre wrote ho fewer than eighteen plays, three ef which, "The Wonder," "The Busybody," and "A Bold Stroke for a Wife," kept the stace for a hundred years, and are even now remembered as remarkable performances for a woman of that day, congreve gave up writing plays in a fit of plaue, because his "Way of the World." was totally neglected, while Mrs. Centilivre's "Wonder" attracted crowded houses.—All the Year Around.

## Railway Travel in India.

Railway Travel in India.

The railway handbooks abound with curious information and rules interesting to the naturalist. "Sheep, pigs, goats, calves, if sent singly, small tame deer, etc., and tiger, panther, and cheetah cubs in cages, and which are so young as to be harmless. If carried by passenger trains, are charged at double the dog rates for each animal." "Cats, ferrets, mongocres, menkeys, and rabbits, secured with a collar and chain, are chargeable as degs."

Prudert natives, when shifting their quarters during the snake season, frequently take along the family mongoose as a precauticoary measure. For those unfamiliar with this unprepossessing but harmless little beast it may be here remarked that he belongs to the ichneumon caste, and as his vocation is the killing of snakes, he is everywhere a welcome visitor. He looks something like an undersized ofter, is quick and spasmodic in his movements, and is often found under the bed in a long-vacant Dak bungalow, whence he suddenly scuttles away as the door is opened, and disappears with a whisk of his tail in the chimney place or down the nearest hole.

At one station four coolies passed along the platform carrying aloft a "charpie" on which reposed a cheetah, chained and blindfolded. When we first caught sight of him he was sitting up like a cat, with his ears lying flat against his head, wearing the suky and injured look which all felines have under adverse circumstances. A few passengers who got off them so large and bulky as to be rather unwieldly; and while these passengers fumbled for their tickets, the birds sat on their shoulders, or balanced themselves on their voluminous turbans.—Harper's Magazine.

## Fish Auction, Ravenna.

Fish Auction, Ravenna.

It was on the day of the fish auction to at I first went there. In the tiny port by the pier, (for Ravenna has now no harbor), they were making an incredible din over the emptyings of the nets; pretty, mottled, metallic fish, and slimy octopuses, and sepias, and flounders looking like pieces of sea mud. The fishing boats, mostly from the Venetian lagoon, were moored along the pier, wide-bowed things, with eyes in the prow like the ships of Ulysses; and bigger craft, with little castles and weather vanes and saints images and pennons of the masts like the galleys of St. Uraula as painted

nerve remedy. I advise every one to use it, for I know the good it did me and what it is doing for others." what it is doing for others."

The positive and straightforward statements made by the fore-sighted and deepthinking men and women who are cured by Dr. Greene's Nervura blood and nerve remedy gives to these testimonials such strength and influence that everybody acknowledges the genuine worth and marvelous power to cure of this wonderful medicine.

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by Carpoccio; but all with splendid orange sail, patched with suns, lions, and colored stripes of the Northern Adria-

The fishermen from Chioggia, their heads covered with the high scarlet cap of the fifteenth century, were yelling at the fishmongers from town, and all round the fishmongers from the first the transfer which while the contract of the first the contract of the first the fir dress and yellow straps, who are encamped for practices on the sands, and whose carts and guns we had met rattling along the sandy road through the marsh.—Vernon Lee in Macmillan's Magazine.

## The Pitgrims, the Missionary

truckful of people, train after train load of whom were making a pligrimage to Hardwar to bathe in the Ganges. These people camp by the thousand on the banks of the river; filthy villages spring up, and they are shortly decimated by cholera. She besought them to turn back to their houses, and, instead of bathing their bodies in water, to bathe their souls in the love of God and to lead henceforth holy and unselfish lives. "Yes, Lady Sahib," they cried, with one accord, "you greak true words, to please your God; we will make our souls clean, but we must bathe in our god's river, too, or he will be angry and make us suffer."

There was something touching in the

Tiver, too, of he win be angry and make us suffer."

There was something touching in the quick, childlike response of these poor people to the missionary's emotion; there is hope for these children of labor; they are not innately evil, as are many of their rulers. "Not liking your religion," said a rajah; "three gods, one wife; very bad; better liking one god, three wives." It were difficult for that rich man to enter into the kingdom of heaven.—Temple Bar.

It was said of the late Lord Cardigan that on one occasion he was extremely angry with his keeper when very little game was found in a certain plantation. After blowing him up sky-high, the choleric master ordered him to beat through another wood, which he pointed out, promising instant dismisal if satisfactory results were not obtained.

"But, my lord," urged the keeper—but he was interrupted by Lord Cardigan: "Not a word. Sir; obey my orders at once!" Terrified the wretched man slunk off, and the wood was duly beat up to the guns. There was scarcely a head of game in it. Limp and dejected the unfortunate keeper now came up, and when his lordship had said all he had to say, and was compelled to stop for want of breath, the poor man meekly pleaded: "But, my lord, it's not your wood at all—only you told me to beat it."—Ellackwood's Magazine. It was said of the late Lord Cardigan

## Song of a Ferenade.

One night beneath my window, when the stars were bright above.
The music of a mandolin, blent with a lay of love.
Came stealing through the stillness like the balmy breath of spring;
I opened up my window-blinds and heard a singer sing:

"Cupid is an archer, and his arrow's ever set.

And swift and sure the arrow flies, as from a falconet;
His bow is ever trusty and his aim is ever true.
Be wary of the archer when his arrow's aimed at you!"

At first I only lingered there to listen At first I only integered there to instant for a while, and thought the singer only sang the hours to beguile. My heart began to tremble with the touch of every string.

I opened wide my window-blinds and heard the singer sing: "Cupid is an archer, and his arrow's

ever set,
And swift and sure the arrow files, as
from a falconet;
His bow is ever trusty and his aim
is ever true.
Be wary of the archer when his arrow's aimed at you!"

The weary day I'm waiting for the twilight shades to fall,
And where the tangled woodland waves
I hear the lone dove call.
The song of running brooklets and a
thousand birds a wing,
My eager ears will hear not, when my
love begins to sing: "Cupid is an archer, and his arrow's

"Cupld is an archer, and his arrows ever set,
And swift and sure the arrow files, as from a falconet;
His bow is ever trusty and his aim is ever true.
Be wary of the archer when his arrow's aimed at you!"
(By Cy Warman, author of "Sweet Marie," in McClure's Massasine for November.)

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GEORGE W. ALLEN & Co., Agents, de29

VIRGINIA NAVIGATION COMPANY'S JAMES RIVER LINE for the seashore, cheapest and most pleasant route to Norfolk, Portsmouth, Old Point, Newport News, Claremont, and James River landings. Connections—At Old Point and Norfolk, for Hampton and Smithfield, Va., Washington, D. C., Baltimore, Philadelphia, and New York, James river by daylight. Great tourist line. Jamestown, Dutch Gap, and war scenery. Rates iess than half charged by rail. Fare to Portsmouth, Old Point, and Norfolk, 8150 and \$1. Steamer Pocahontas leaves Highmond every MONDAI, WEDNEST CARS GO DIRECTLY TO STEAMER'S WHARF) for above-named places. Through tickets on sale on steamer and at Garber's Agency, No. 301 Main street. Baggalge checked through. State-rooms engaged for day or light. Music by a rand orchestrion.

FREIGHT.—Freight received daily for above-named places and Eastern North Carolina; also, for Eastern Shore of Virginia and all regular landings on the James river, at LOWEST RATES, and through bills issued.

IRVIN WEISIGER. Superintendent.

General Offices—Planters' Bank Build-

RAILROADS,

# SOUTHERN RAILWAY.

SHORTEST AND QUICKEST ROUTE
SCHEDULE IN EFFECT JULY 1. 1894.
LEAVE RICHMOND:
TRAIN No. 48, 12.59 A. M.
SOUTHERN EXPRESS, daily for Dannects at Danville with the Washington and Southwestern Vestibuled Limited; carrying sleepers to Asheville and Hot Springs, Columbia, Augusta, Savannan, Jacksonville, and Tampra, Atlanta, Birmingham, Memphis, Shreveport, and New Orleans at New Orleans and Memphis connections are made for all points in Texas and California, Sleepers Richmond, Va., to Danville and Greensboro.
TRAIN No. 35, 12.40 P. M.
JAST MAIL, daily for all points Bouth and Southwest. Connects at Moseley with Farmville and Powhatan ratifood, Keysville for Clarksville, Oxford, and Durham.
Carries eleepers Danville to Columbia.

Carries eleepers Danville to Columbia, Augusta, Savannah, Jacksonville, and Atlanta. Parior car Atlanta to Birming-ham.

TRAIN NO. 17, 6:00 P. M. A MELIA ACCOMMODATION, daily ex-cept Sunday for Amelia Courthouse and intermediate points.

ARRIVE AT RICHMOND.

YORK RIVER LINE VIA WEST POINT.

DAILY EXCEPT SUNDAT.

THE FAVORITE ROUTE TO BALTIMORE, PHLADELPHIA, AND
NEW YORK.
LEAVE RICHMOND:
TRAIN NO. 16, 4:45 P. M.
Baltimore Limited, daily except Sunday,
for West Point, connecting with York
River steamers for Baltimore, at which
point connections are made with rail lines
for Washington, Philadelphia, New York,
&c.
TRAIN NO. 14, 25, 25, 25

TRAIN NO. 10, 3:10 P. M.

Local Express, daily except Sunday. Stops at all stations. At Lestor Manor, connects with stage for Walkerton; also, connects with Baltimore steamer at West Point daily except Sunday.

Trains from West Point arrive at Richmond at 9:05 A. M. daily, 10:40 A. M. daily, except Sunday and Monday, and 8:20 P. M. daily except Sunday. TRAIN NO. 44, 7:00 A. M.

TRAIN NO. 44, 7:00 A. M.

I OCAL MIXED, daily except Suntany day; leaves Twenty-thrit-Street station for West Point and intermediate points.

Ticket office at station, foot of Virginia street; open thirty minutes before departure of all trains.

City ticket office, 901 Main street.

J. M. CULP,

Traffic Manager. Gen. Pass, Agent.
W. H. GREEN, General Manager.
J. S. B. THOMPSON, Superintendent.
JNO. M. BEALL, Tray'g Pass Agent.
920 east Main street, Richmond, Va.

## ATLANTIC COAST LINE.

RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing SATURDAY, October 6th, 1894, at 12:01 A. M., trains on this road will run as follows:

No. Richmond. Petersb'rg

42— \*9:09 A. M. 9:39 A. M. Norfolk Spec'l.

23— \*9:05 A. M. 9:50 A. M. Tarough Train.

43— \*2:55 P. M. 3:42 P. M. Acco'moda'n.

43— \*5:23 A. M. 12:55 A. M. Atlanta Spec'l.

51— \*5:29 P. M. 6:13 P. M. Norfolk Train.

50— \*7:11 P. M. 7:46 P. M. Fast Express.

37— \*11:50 P. M. 12:35 A. M. Acco'moda'n.

TRAINS NORTHWARD.

No. Petersburg Richmond 32- \*2:44 A. M. 8:40 A. M. Fast Matt. 80- \*7:35 A. M. 8:25 A. M. Acco'moda'n, 94- \*10:35 A. M. 11:05 A. M. Nortoik Train. 402- \*6:09 A. M. 6:49 A. M. Atlanta Spec'i. 38- \*7:25 P. M. 8:25 P. M. N. & W. Con. 78- \*5:51 P. M. 6:43 P. M. Through Train. 46- \*6:29 P. M. 7:00 P. M. Norfolk Spec'l.

SEABOARD AIR-LINE BCHEDULE IN EFFECT SUNDAY, JULY 8, 1894. B. A. I.

D. A	Daily.	Daily.
Lv. Richmond Lv. Petersburg (Un-	12:23 A. M.	9:06 A. M
ion Station	12:55 A. M.	9:50 A. M
ington street	1:05 A. M.	10:00 A. M
Ar. Weldon	4:10 A. M.	1:30 A. M
Ar. Durham	A STATE OF THE PARTY OF THE PAR	8:47 P. M
Ar. Raleigh	5:17 A. M.	3:20 P. M
Lv. Raleigh	7:19 A. M.	3:30 P. M 5:49 P. M
Ar. Hamlet	7:54 A. M.	6:45 P. M
Ar. Charleston		
Ar. Wadesboro	9:22 A. M.	8:40 P. M
Ar. Charlotte		
Lv. Monroe	10:51 A. M. 12:04 P. M. 12:48 P. M.	
Ar. Augusta	3:25 P. M.	
Ar. Abbeville Ar. Eiberton Ar. Athens	3:03 P. M.	
Ar. Macon		
No. 23 makes all l	4:09 P. M.	

No. 23 makes all local stops. Connects at Raleigh with Piedmont Air-Line for Asteville, N. C. and all intermediate points on the Western North Carolina railroad.

No. 403—'Vestibuled Limited Arain, Buffet Sleepers Richmond to Atlanta. Cloro connections at Atlanta for New Orleans and all points South and Southwest, and at New Orleans with the Southern and at New Orleans with the Southern Pacific and Texas points. No extra charge on "Vestibuled Trains."

ARRIVE RICHMOND.

ARRIVE RICHMOND. No. 402—"Atlanta Special," "Vestibuled Limited Train"—6:40 A. M. daily.
No. 78—Mail and Express—6:43 P. M. daily, except Sunday.
For tekets, Puliman reservations, &c., apply at ticket office, hyrd-Street stations; Richmond Transfer Company, 50; east Main street, and company's office, 835 east Main street.
JOHN H. WINDER, General Manager.
T. J. ANDERSON, Gen'l Pass. Agent.
H. M. BOYKIN, City Passenger Agt.
556 east Main street.

W ANTED-PARTIES DESIRING
STEREOTYPING of ANY AND
ALL KINDS, can have the work prempeity and matisfactority done by leaving their
orders at THE TIMES OFFICE from

RAIL ROADS. Chesapeake and

EFFECTIVE OCTOBER 20, 1894. TRAINS LEAVE RICHMOND. BROAD-STREET STATION.

8:40 A. M., Daily, with Parlor Car for local stations, Newport News.
Old Point, Norfelk, and Portsmouth.

3:00 P. M., Daily, with Pullman, for local stations, Newport News,
Old Point, Norfelk, and Portsmouth.

Old Point, Norfelk, and Portsmouth.

5:30 A. M., Local train, except Sunday, for Clifton Forge. Connects at Gordonsville for washington, at Virginia Midland Junction for Lynchburg, at Basio for Hagerstown, and at Staunton for Winchester.

5:30 P. M., The Cincinnati and St. Louis Limited, daily, with Pullman Sieepers to Cincinnati and St. Louis. Stops only at Important stations. Meals served on dining cars, No.7, a local train, except Sunday, follows No. 1 from Charlottesville to Goshen.

6:30 P. M., Local train, except Sunday, accommodation for Chariottes-

\$30 P. M., Local train, except Sunday, accommodation for Chariottesville.

10:30 P. M., Daily, for Cincinnati, with Puliman to Hinton and Gordonsville to Cincinnati and Louisville. Meals served on dining cars. Connects at Covington (Va.) for Virginia. Hot Springs daily.

TRAINS LEAVE Elighth - STREET STATION.

\$50 A. M., Daily, for Lynchburg and Clifton Forge. Connects at Rremo, except Sunday, for Rosney, at Lynchburg, daily, with N. & W. R. R. for the Southwest, and with the Southern railway for North and South; at Balcony, daily, for Lexington, and at W. Clifton Forge with main line Chesapeake and Ohlo railway.

4:40 P. M., Except Sunday, Local accommodation for Columbia, Va.
TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION.

8:20 A. M., Daily from Cincinnati.

11:55 A. M., Daily, from Norfolk and Old Point.

2:20 P. M., Daily from Cincinnati and Louisville.

6:55 P. M., Daily from Cincinnati and Forge.

TRAINS ARRIVE Elighth - STREEMS.

TRAINS ARRIVE EIGHTH - STREAM
STATION.
S:45 A. M., Except Sunday from Columbia.
6:00 P. M., Daily, from Lynchburg, Lexington, Va., and Clifton Forge.
JOHN D. POTTS,
Division Passenger Agent,

# R., F. & P. R. R.

Schedule commencing JUNE 25, 1894.
Eastern standard time:
7:00 A. A. Leves Byrd-street station daily. Stops at Eliba and local stations. Arrives at Washington 10:45 A. M.; Baltimore, 12 noon; Philadelphia, 2:20 P. M.; New York, 4:53 P. M. Pullman car to Washington.
12:00 noon, Leaves Byrd-street station daily except Sundays. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke, and Widewater. Arrives at Washington at 3:40 P. M.; Baltimore at 5:24 P. M.; Baltimore at 5:24 P. M.; Baltimore at 5:24 P. M.; Wey York, 10:38 P. M. Also connects with Congressional Limited, arriving at Baltimore 4:54 P. M., and New York 0:08 P. M. Parlor car to Washington.
7:05 P. M., Leaves Byrd-street station daily. Sleeping cars Richmond to New York and Washington to Philadelphia, Stops at cher stations on Sundays. Arrives at Washington at 11:30 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; New York, 6:53 A. M.; Arrives at Byrd-street stations on Sundays. Arrives at Byrd-street stations on Sundays. Arrives at Byrd-street stations on Sundays. Leaves Washington at 4:30 A. M.; New York, 6:53 A. M.; Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba. Leaves Washington at 4:30 A. M.; Stops at Widewater, Brooke, Fredericksburg, Guinea, Milford, Penola, Rutherglen, Doswell, Taylorsville, Ashland, and Elba. Leaves Washington. Leaves Washington. Leaves Washington. Leaves Washington at 3:30 P. M. Does not stop at Elba. Leaves Washington. Leaves Washington at 3:30 P. M. Does not stop at Elba. Arrives at Byrd-street station daily. Stops at Fredericksburg, Doswell, and Ashland. Fullman cars from New York and Washington. Leaves Washington at 3:30 P. M. Does not stop at Elba. Leaves Washington at 4:30 A. M.; Arrives at Byrd-street station daily. Leaves Washington. Leaves Washington at 4:30 A. M.; Arrives at Byrd-street station daily. Leaves Washington. Leaves Washing

Leaves Washington at 3:39 P. M. Does not stop at Etha.

12:15 A. M., Arrives at Byrd-street station daily. Leaves Washington at 8:30 P. M. Stops at Elba and principal local stations. Pullman car from Washington.

FREDERICKSBURG ACCOMMODA-

TION. DAILY EXCEPT SUNDAY. 4:00 P. M., Leaves Byrd-street station. Arrives at Fredericksburg at 6:45 P. M. 8:30 A. M., Arrives at Byrd-street sta-tion. Leaves Fredericksburg at 6:00 A. M.

DAILY EXCEPT SUNDAY.

ASHLAND TRAINS. 6:42 A. M., Leaves Elba. Arrives at Ashland at 7:24 A. M.
6:20 P. M., Leaves Elba. Arrives at Ashland at 7:04 P. M.
6:40 A. M., Arrives at Elba. Leaves Ashland at 6:00 A. M.
6:04 P. M., Arrives at Elba. Leaves Ashland at 5:18 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS, Gen'l Su'z't. ap26.

# N& W Nerfolk Western B.R.

SCHEDULE IN EFFECT JUNE 24, 1894. LEAVE RICHMOND (DAILY), BYRD STREET STATION.

SOM A. M., PICHAROND AND NOM-FOLK VESTIBULED LIMIT-LIMITED.

A. M. Stops only at Petersburg. And Suffolk.

Second-class tickets not accepted for passage on this for Lynchburg, Roanoke.

Bluefield, Pocahontas, Kennova, Columbus, and Chicago.

Pullman Buffet Sleeper Roanoke.

Bluefield, Pocahontas, Kennova, Columbus, and Chicago.

Pullman Buffet Sleeper Roanoke.

Bristol, Knoxville, Cnattancessa, and intermediate politic.

Fullman Sleeper Radford to Chattancessa.

Chattancoga.

STREET STATION.

Stops on the station of the pullman stations and chattance.

A loo for Pullman stations.

Limited. Pullman sleepers Roanoke to Memphis and New Corleans.

Limited. Pullman sleepers Roanoke to Memphis and New Corleans.

Mount and all stations. Pullman Roanoke to Memphis and New Corleans.

Richmond and Lynchburg.

Berths ready for occupancy at Berths ready for oc

WE OFFER TO CLOSE OUT THIS

DEPARTMENT OF OUR BUSINESS, OUR STOCK OF TUBULAR AND LOCOMOTIVE BOILERS, from 6 to 50-horse power. HORIZONTAL CENTRE CRANK ENGINES, Detached or mounted on boiler, from 4 to 12-horse power. These Engines and Boilers are new of our standard designs, that are well known.

\_\_\_\_\_

We also offer a lot of PULLEYS.
CRANKS, SHAFTS, etc., rough and finished. Any of these can be bought very low.
RICHMOND LOCOMOTIVE AND MACRINE YORKS.